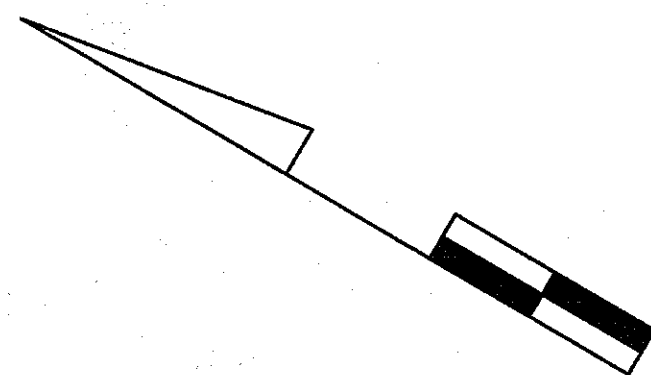


DRILL HOLES

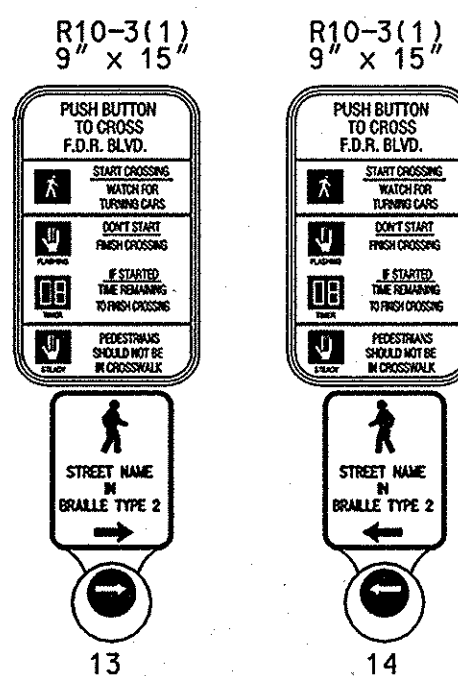
DRILL HOLES

DRILL HOLES

BORDER REV. DATE: June 1, 2004

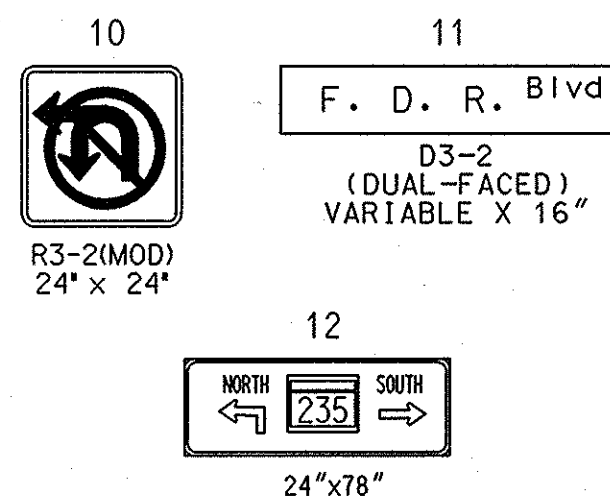
MD 235 IS ASSUMED TO RUN IN
A NORTH/SOUTH DIRECTION

PROPOSED SIGNS

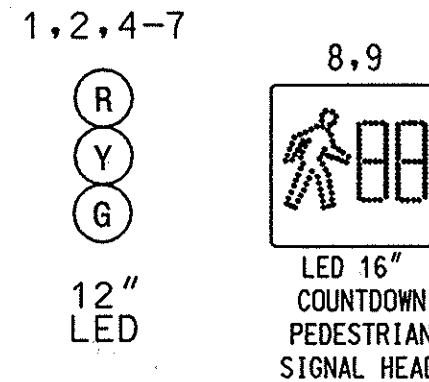


F.D.R. BLVD.

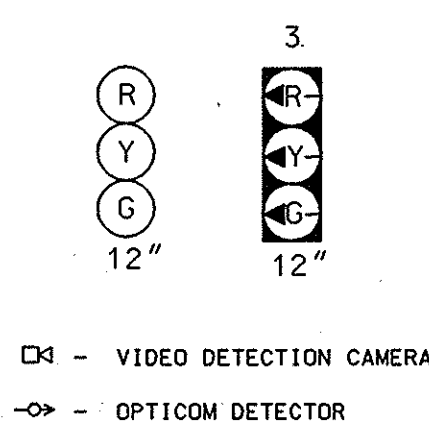
EXISTING SIGNS



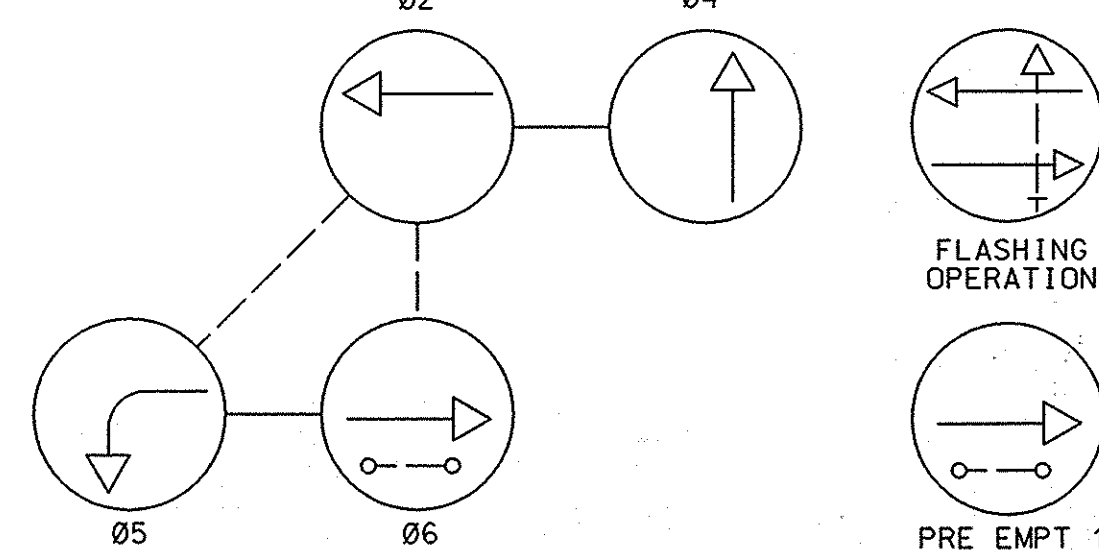
PROPOSED SIGNALS



EXISTING SIGNALS



NEMA PHASING



PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

GENERAL NOTES:

- All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
- All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections. To meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04 the contractor shall verify ultimate grades prior to the installation of all signal equipment.
- All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
- Poles are to be located so that they can be activated by a person in a wheelchair from a 60" x 60" level landing area. A level landing area is an area with a cross slope of less than or equal to 2%.
- If the location of Accessible Pedestrian Signal Pushbuttons must be changed the contractor shall notify the Project Engineer to get approval for new location to ensure proper requirements of the MUTCD are still met. All work must be halted until the Project Engineer has obtained an approved location or if necessary a design waiver is obtained.
- Pushbutton is to be located so that a pedestrian in a wheelchair located on the level landing area, does not have to reach more than 18".
- The contractor shall remove all unused wiring.

CONSTRUCTION DETAILS

- Install 10' breakaway pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign (R10-3(1)). (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend.)
- Install 8' depth x 5' wide proposed handicap ramp with detectable warning surface. (STD. No. MD 655.40)
- Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).
- Use existing handhole.
- Use existing conduit.
- Use existing cabinet and controller.
- Install 4" sidewalk to tie into proposed ramp as shown.
- Remove existing pedestrian signal head from signal pole. Replace existing signal heads with proposed LED signal heads.
- Replace existing signal heads with LED signal heads.

GEOMETRIC LEGEND

PROPOSED
EXISTINGLEGEND OF UNDERGROUND
AND OVERHEAD UTILITIES

AERIAL CABLE — A — A
ELECTRIC — E — E
TELEPHONE — T — T
GAS — G — G
SEWER — S — S
WATER — W — W
CABLE TV — TV — TV

SHASTATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 235 AND F.D.R. BLVD

LEXINGTON PARK, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 10/91 CONTRACT NO.

DESIGNED BY C. JEDNORSKI COUNTY ST. MARY'S

DRAWN BY C. JEDNORSKI LOGMILE 18023512.32

CHECKED BY D. DODA TMS NO. 1971

F.A.P. NO. TOD NO.

TS NO. 3165-B DRAWING NO. 1 OF 2 SHEET NO. OF

PLOTTED: FRIDAY, FEBRUARY 08, 2008 AT 1:42:28 PM
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